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ESTABLISHED 1857.

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Invaluable for Stomach and
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Per doz. quarts.....\$7.25
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No. 14,475 號五十七百肆千肆萬壹第 日陸十月柒年十壹緒光 HONGKONG, FRIDAY, AUGUST 26TH, 1904. 伍拜禮 號陸拾貳月捌年肆零百九仟壹英港香 PRICE, \$3 PER MONTH.

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IT AT ONCE RELIEVES THE SKIN
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ESTABLISHED A.D. 1841. [a133]

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MONOPOL, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
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MOTOR CYCLES, MAIL CABS,
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TYRES and BALL BEARINGS throughout.
Everything in the trade always kept in
Stock. First-class workmanship guaranteed in
all branches of the business. Re-ensembling a
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PORTLAND CEMENT.
Casks of 35 lbs. net \$5.00 per Cask ex Factory.
Bricks of 250 lbs. net \$3.00 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
No. 6, Queen's Road, 1st August, 1904. [a145]

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CANTON.**
New Season's Selected
GINGER AND FRUITS
of Standard Quality.
Packed in Rich Syrup and Best Sugar.
STEM GINGER for Table d'hôte.
Specially recommended.
Delicious and wholesome.
Fixed prices for different assortments.
Orders will be promptly executed.
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Hongkong, 19th August, 1904. [a202]

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(Premises formerly occupied by Messrs.
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SHIRT & BREECHES MAKERS.**
Fit, Quality, Workmanship Guaranteed.
Prices Very Moderate.
Now Showing: New Lot of Straw Hats,
Felt Hats, Panamas, Umbrellas, Walking
Sticks, Boots and Shoes, &c., &c., &c.
Inspection Invited.
Hongkong, 5th August, 1904. [1912]

BOARD AND RESIDENCE.
ELEGANTLY FURNISHED ROOMS
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Care of Daily Press Office.
Hongkong, 22nd August, 1904. [a2015]

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Inspection courteously invited.
Hongkong, 26th May, 1904. [133]

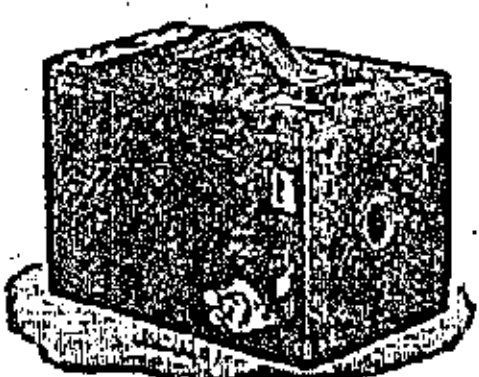
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Hongkong, 3rd June, 1904. [64]

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SHIP-DESIGNING AND CONSTRUCTION, ENGINES, PUMP AND ELECTRIC.
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Hongkong, 24th August, 1904. [a1153]

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FITTED WITH ELECTRIC LIGHT AND FAN
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SHANGHAI: FOCHOH ROAD.
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AND
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HONGKONG: 15, QUEEN'S ROAD.
6th August, 1904. [a35]

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Distinguished by Four Stars on the label.

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A fine, full, and fruity wine.

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THEY ARE UNEQUALLED AT THE PRICE

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Very soft, palatable, and uniform.
EVERYBODY SHOULD TRY THESE ITEMS
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Hongkong, 8th July, 1904. [a4a]

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MADE TO SIZES AND PARTICULARS.
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Hongkong, 15th August, 1904. [a1708]

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It is these "finicky" people who are best pleased with our Soda—its flavor, its richness, its
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It is entirely "a matter of taste" with the people who say that our Soda is the best in town.

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W. LAHMEYER & CO., FRANKFURT A/M.**
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CHEE CHONG, Dealer in Human Hair.
SHUN LOONG, Preserved Ginger Factory.
CHOW LEUNG YEE, Fire Cracker Factory
Hongkong, 1st June, 1904. [1587]

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**BUCHANAN'S CELEBRATED
BLENDS OF SCOTCH WHISKY** are
Supplied by Royal Warrant of Appointment to
His Majesty King Edward VII. The Prince of
Wales, and also to the House of Lords and
the House of Commons.
Buchanan's Whiskies are recognised through-
out the World as the Best.
Buchanan Blend... .. \$12.50
Black and White... .. \$16.50
Royal Household... .. \$20.50
Try one case and you will never want any other
Whisky.
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Wine Merchants and General Storekeepers,
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Hongkong, 22nd August, 1904. [2054]

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Supervision only.
The Best Flour is used.
Brown Bread made from the well-known
Graham Flour a specialty.
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Hongkong, 24th August, 1904. [2064]

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10, ICE HOUSE ROAD.

FIRST-CLASS PRIVATE HOTEL.

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B. F. HOWARD,
Lessee and Manager.
Hongkong, 2nd July, 1904. [1621]

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HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT
Handy Furnished Reading, Drawing
Rooms, Ping-pong and Smoking Rooms.
Private Bar and Two Billiard Rooms for
Hotel Residents.
Dining Accommodation for 300 persons.
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
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Ladies' Cloak Room.
Hydraulic Elevators to each Floor.
Bedroom Accommodation—131 rooms.
Electric Lighting throughout. Electric Fans
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MODERATE CHARGES! NO EXTRAS!
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Manager.
[a49]

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Admirably Situated. Sheltered from the
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West Monsoon.
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FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.
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A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
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MANAGER.
Hongkong, 10th June 1903. [a1892]

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A FIRST CLASS HOTEL Situated near
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Excellent Cuisine and Wines.
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Hydraulic Elevator, hot and cold water
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Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to the
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Hongkong, 31st October, 1902. [a49]

"BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA) MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All con foris of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
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Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Hongkong*), daily to and
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Cable Address: "BOA VISTA."
For Terms, apply to
[a241] **THE MANAGER**

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to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable
WM. FARMER,
Proprietor. [1362]

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FURNITURE STORE,
PLATED, GLASS AND CHOCOLATE
WARE, &c., &c., and FOCHOH
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903.

INTIMATION



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WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

**THE FINE
— MELLOW
FLAVOUR
OF OUR CELEBRATED**



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**VERY OLD LIQUEUR
SCOTCH
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IS ATTAINED ONLY BY
GREAT AGE, BEING THOROUGHLY
MATURED AND SUPERIOR QUALITY
UNIFORMLY MAINTAINED.

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ALEXANDRA BUILDINGS.

NOTICE TO CORRESPONDENTS
Our communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and address, with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.B.C. 5th Ed. Listers.
P.O. Box, 33. Telephone No. 12

The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD, C1.
LONDON OFFICE: 131, FLEET STREET, E.C.
HONGKONG, 26TH AUGUST, 1904.

THE CHAMBERLAIN "Commission" has already published the results of its inquiry into the Iron and Steel industry; and we have been favoured with an advance copy of the report. The committee of inquirers admit that until they have investigated all the trades they cannot make any final recommendations; but on the strength of what they have been told by expert witnesses already examined, they have arrived at certain conclusions which are incorporated in the present bulky book. These are published to-day in another column. Notwithstanding the imposing list of witnesses cited, and the formidable catalogue of official returns mentioned as having been consulted, we fancy the suggestion will be made that witnesses have been called only "for the prosecution" of particular propaganda. Certain names familiar in the iron and steel world do not appear in the list now presented, a fact that may mean little or much, according as we sympathise with the views of the promoters of these investigations, or otherwise. The first important table has to do with the average annual production of pig iron in various countries, and we may not deny that such figures are evidence of the relative prosperity of the industry in the several countries dealt with. We must, however, repudiate the suggestion that they are, by themselves, "satisfactory tests" thereof. Taking the three principal countries, we learn that in 1903 Great Britain produced 8,810 thousand tons of pig. Germany 9,860 thousand, and the United States eighteen million tons. The relative figures in 1870-80 were 6,660,000, 2,140,000, and 2,200,000. Comparisons of respective increases, percentages, &c., are worked out exhaustively in the next four or five pages,

and the changes are rung by means of diagrams more or less graphic. Thus is established the fact that at the end of the seventies, the United Kingdom was producing forty-five per cent. of the world's output; and "the production of pig iron has just kept pace with the increase of population," while in Germany and the United States it has been continuous and much more rapid than the increase of population. From being the biggest producer, we have descended to third place. This looks very bad and there is small consolation to be derived by contradicting another conclusion, that "the pig iron industry of the United Kingdom is almost stationary." It is not, of course. The table shows, if calculated in a less pessimistic spirit, that in a quarter of a century our production of pig iron has been increased about thirty-four per cent. The fact that it was a trifle greater four years ago is capable of an explanation other than Mr. CHAMBERLAIN would be inclined to offer. The increase has been continuous since the falling-off in 1901. Granting, however, all these statistics, which are even more depressing in the case of steel, we have yet to consider how far they justify the general conclusions based upon them. Our tone of dissatisfaction with this report must not be interpreted as hostility to the CHAMBERLAIN policy. The nature of the argument we are about to advance precludes us from denouncing the belief that inspired the inquiry. What we do say is that these disciples of the ex-Colonial Secretary must have weakened his case in the eyes of impartial thinkers, by billing certain aspects and falsely emphasising others. After showing in the figures quoted that in one detail at least a British industry has progressed (although not to their satisfaction), they proceed in a caption to speak of its "relative decline." That might have passed, but in the comments under the caption, they abruptly drop the word "relative," and speak of "the decline of the British Iron and Steel Industry." That is not a proper way to present evidence; it would not have been adopted, we fancy, in the report of a Royal Commission. Throughout we find the argument *ad ignorantiam* methods of the ex-parte Counsel addressing the jury, rather than those of judges reviewing the evidence; and we cannot think that such methods will inspire confidence in the numerous electors who have awaited this report with open minds. It is admitted, for instance, that the supply of raw material is a factor; but the admission is immediately belittled by the assertion that "in respect of distance (over which ore must be conveyed) the United Kingdom is under no disadvantage as compared with her most serious competitors." Geographically speaking, the American furnaces may be as far removed from the sources of ore and coke supply as are our own; but is that all to be said on the subject? How do the English freight charges compare with American? English ore, which is the best known, is almost worked out. What there is of it is rendered almost prohibitive by the royalties to be paid, and the enormous freight charged over the short distances it must travel. Spanish ore, upon which we chiefly depend, has to be carried to the ship, shipped, unshipped, and again loaded to the smelting works. American ore, once in the wagon, is carried a much longer distance at a cheaper rate, and discharged at the furnace door. The "evidence" of "some witnesses" (we are left to sift them out for ourselves; no citations being made in section V) took the shape of mere opinion, thus: "Supposing a preferential system established, . . . the United Kingdom would have an advantage over other countries." Surely not over the most serious competitor, America, who is, after all, her own best market, so that, in times of over-production, it is understandable that Pittsburg could ease itself of surplus by "dumping." All the witnesses attached great importance to technical education as a factor. The report, in view of Germany's superiority to us in this respect, dares not ignore it, but says "it cannot be maintained that education alone, divorced from the larger question of policy, would have sufficed to maintain the lead of Great Britain." There's the rub. The whole tenor of this report is to make tariff alteration the "larger question"; and, with insufficient proof, to establish it as the first, imperative remedy. Local rates have gone up, but the increase is inadequate, it says, to account for the shocking state of affairs. Labour costs, higher wages and shorter hours, are another serious factor, but, we are told, the difference of labour cost is "not a new factor" and does not account for (again the sweeping language!) "the demoralisation of the market." The factor we have mentioned is noticed, and our contention admitted; that "freight charges

both by land and water are more burdensome" and injurious than in the case of our competitors; but, again, "it is not transport charges alone" which constitute the danger. Of course it isn't, any more, than tariff reform is the only remedy for the ills we have. Analogies never prove anything, but a good analogy will help us to understand proofs. Imagine a tradesman, paying a higher rent for his shop than his competitor does, paying bigger wages for poorer service, paying dearer for his goods, but by his careful attention to business and the excellence of his stock managing to keep out of the bankruptcy court,—and you have an image of British trade. Along comes a friend with a mania for giving advice. He says to the tradesman: "How is it your balance of profit is not larger? High rent? That alone can't account for your position. High wages? Pooh! You could get over that item all right. It can't be that alone. Cost price and carriage too high? Yes, that is serious, but that alone can't be keeping you back. What you want is different policy. Charge your tailor, and your butcher, and your baker a commission or discount on all you buy from them, and then things will improve." There, it appears to us, is a faithful echo of the tone of this report of the Tariff Commission. Foreign countries are securing a growing proportion of our colonial trade? Preferential tariffs would undoubtedly scotch the trouble, but would never make an end of it, so long as those other and older factors are permitted to be looked upon as less important questions. There is "want of skill and enterprise" on the part of our British workmen, so long as they are allowed to follow the old rules of thumb that answered for limited outputs. They must be given facilities for proper technical instruction, there must be fewer strikes and fewer "play shifts." Our manufacturers must emulate the enterprise of their competitors in installing modern, up-to-date tools, instead of "making do" the old machineries they began with, and that ought, as a rule, to find their way back to the blast by way of the scrap heap. So, and so only, will they be enabled to disturb the security in their home market of the "dumping" competitors, for the first obvious reply to "dumpers" is to be able to "dump" back. As it is, our own firms have too often been afraid to accept orders, knowing that (apart altogether from questions of national policy) they were indeed at various disadvantages with competitors. To sum up our position, we may take another analogy, this time from holy writ. Mr. CHAMBERLAIN's proposals may constitute "the larger question," like CHRIST's final advice to the rich young man who wanted to be saved. We do not dispute it. But first, all those other things have to be attended to, for, unlike the rich young man, we cannot as a nation say that all these things have we observed. It is those factors which stand on a par with the washing thrice in Jordan recommended on another occasion by ELIJAH. Mr. CHAMBERLAIN, like NAAMAN the leper, would rather begin with a more imposing remedy; and like him, his disciples seem inclined to argue that Jordan cannot pretend to rank in importance with the Damascus rivers Abana and Pharpar—for which, read preferential tariffs and retaliation.

One Chinese death from plague was announced yesterday.
Mrs. Pym, wife of the Bishop of Bombay, died of cholera at Poona.
The *Times of Ceylon* says the Governor, Sir H. A. Blake, is a good waltzer.
The "Vigilance Committee" at Johannesburg lynched a negro last month for assaulting a white woman.
A Bill has been passed by the Dutch Legislature to establish a Department of Agriculture in Netherlands India.
Mr. T. J. Campbell, who succeeds Mr. J. L. Pigot as Conservator of Forests in Ceylon, arrived on the 8th instant by the *Sumatra* from Calcutta.
The Paris *Temps* reports new and important gold discoveries near Antananarivo, the capital of Madagascar. The reefs are said to be similar to those of the Transvaal.
Next month, early, says the *Indian Daily News*, a score of captains of the Royal Army Medical Corps will be promoted to the rank of Major on completion of twelve years' service.
Mr. Rufus Isaacs, K.C., Liberal candidate has been elected for Reading, having polled 4,770 votes against Mr. C. E. Keyser, Conservative, who polled 4,540, and replacing Mr. G. W. Palmer, the Liberal member resigned.
Two numbers of the monthly *Boletim da Sociedade de Geographia de Lisboa* have reached us, in which historical, critical, and geographical articles appear, some continued from previous numbers, and others commencing.

A smart cartoon appeared in the *Sun* last month. John Bull, brandishing his hunting crop at "the Red Sea Pirate," is saying: "You've had one Malacca, now how'd you like a taste of another one?"
This is how the *Times of Ceylon* explains its cessation from a controversy with the *Ceylon Observer*: "The matter was allowed to drop, because it is only in early life that manners can at all successfully be inculcated."
A cricket match was played last month at Beckenham between the Hongkong and Shanghai Bank and the Chartered Bank. The game was won by the former with a score of 98, the total of the Chartered Bank's team being 55.
A new line of telegraph connecting St. Petersburg directly with the station at Manchuria, which is at the northern end of the Manchurian Railway, has been installed in the space of 88 days. The length of this new line is 4,385 miles.
Mr. Chamberlain in a recent speech in the House of Commons referred to the Chinese emigrants to South Africa as men who earned about a penny a day in their own country. We wonder where coolies willing to work for about a penny a day are obtainable?
Another alarm is provided for Hongkong folk by the report of an accident at Colombo. The Chief Clerk of the Railway Department there had his shoulder dislocated; the wheel of the ricksha in which he was riding got into a tramway groove and upset him.
Admiral Alexeeff, the Russian Viceroy in the Far East, has appointed the Grand Duke Boris, the Tsar's cousin, to be special service officer to General Kurapatkin. This appointment is regarded as disposing of the stories current in the Continental newspapers of the Grand Duke's eccentric behaviour and insubordination.
The author of the "Unspeakable Scot" and "Lovely Woman," who lost an action for libel which he brought against the *St. James Gazette* (on a criticism of the latter book), has since appealed. Three judges of the Court of Appeal practically decided that it "served him right," and dismissed the appeal, with costs.
A native firm of two brothers in Bombay, announcing the death of their father to their customers, wrote as follows: "Gentlemen.—We have the pleasure to inform you that our respected father departed this life on the 10th instant. His business will be conducted by his beloved sons, whose names are given below. The opium market is quiet and Mal 1,500, rupees per chest. O death, where is thy sting? O grave, where is thy victory?—We remain, etc."
The Parsee Charity Funds of Hongkong lost two trustees by the deaths of Mr. M. N. Melita and Mr. D. Nowrojee. Mr. N. K. Antia (of Messrs. Tata & Co.) and Mr. H. N. Cooper, merchant, have been appointed to the vacancies. Mr. F. H. Arjani, secretary of the Funds, is going home to India at "Navsaree" next month, and his place will be taken by Mr. B. L. Bhatiwala (now manager, N. Mody & Co.). Mr. Bhatiwala is expected to arrive on the steamer *A. Ayar*.
The number of Chinese in Hawaii is given officially as 25,762. The Japanese in the island number 61,116. The late Governor of the territory recommended that a limited number of Chinese labourers should be admitted to the territory conditionally on their engaging only in agricultural, mill, and domestic work during their stay, and subject to deportation at their own expense upon their ceasing to do so. The introduction of such labourers would, if authorised, says the British Consul, be a great boon to the planters.
Princess Christian paid a visit to Aldershot last month to open the new wing of the Church of England Soldiers' Institute, one of the finest buildings of its kind in existence. The Princess reached Government House from Windsor by motor car, and, after luncheon with Sir John and Lady French, proceeded to the institute. There she was received by General Moncrieff and the committee, a guard of honour furnished by the 2nd Durham Light Infantry being mounted.
According to its balance-sheet, recently published, the gross profits of the Russo-Chinese Bank last year were 4,202,052 roubles. The sum of 1,800,000 roubles was added to the special reserve fund, and 213,661 roubles were passed to the reserve capital, that is, to the Chinese Government. The directors received in bonuses 102,881 roubles, and the clerical staff 34,294 roubles. After these various allocations and disbursements a dividend of 8 per cent was paid on the capital of 15 millions of roubles.
At the Police Court yesterday, the case came up on remand of the two Portuguese boys who were charged on remand with travelling third class in a tramway car compartment reserved for Chinese. Mr. Looker, who appeared for the Company, asked that the charge be altered to one of obstructing an officer of the Company in the performance of his duty, and also in the case of the first defendant, of having travelled on the footboard. In reply to the Magistrate, Mr. Looker admitted that the Company's by-laws were not posted up in the car, but he argued that that did not affect their validity. The boys stated that they got on the third class portion of the car and offered the conductor third-class fare. This he refused, and though they offered to get off they were not allowed to do so until they were given in charge at the police station. Mr. Gompertz said the boys had no right to stand up in the car when they saw it was full. He found the first charge proved and ordered the boys to be bound over in their own recognisances for \$5 each.

Home papers record the death of Horbert Campbell, the famous comedian. He was sixty-two years old. As his short illness was supposed to be due to an accident, an inquest was demanded.
The *Courrier Saigonnais* states that the French Government has sanctioned the construction of a large floating dock for Saigon. A scheme is also on foot for the creation of a good harbour and dock at Haiphong.
The President of the Chamber of Mines at Johannesburg last month at a meeting of the Chamber declared that the importation of every 1,000 Chinese coolies involved a capital expenditure of £25,000.
General Van Hentsze has been appointed Governor-General of the Dutch East Indies. The Queen recently complimented the General and the Indian Army upon their services in the pacification of Aceh.
The deepest sounding ever made by any vessel was made by the United States ship *Nero*, while on the Honolulu-Manila cable survey. When near Guam the *Nero* got 3,239 fathoms, or 31,614 feet—only 66 feet less than six miles.
The war fever has penetrated to Seattle. It is stated that when a month or two ago a railway station was newly established at a town thirty miles distant from Seattle, it was named the Togo Station in honour of the Japanese.
The Singapore Legislative Council accepted the tender of the British India Steam Navigation Co. to carry the mails on the alternate week *via* India for the sum of \$765,000. This includes the mails to and from Singapore as well as Penang.
It is stated in a London contemporary that the underwriters of the recently-issued Shanghai-Nanking Railway Loan had to take up about 68 per cent. of the amount they guaranteed. This result is, of course, remarkable. The *L.A.C. Express*, due to the nervous feeling induced by the war. The scrip was quoted on the 21st at 2½ to 2½ discount, but it was confidently expected that the discount would disappear in a few days.
In proroguing Parliament the King regretted that hostilities were still in progress between Russia and Japan, and said: Questions involving the treatment of neutral commerce have arisen. The issues involved, which are of the gravest moment to the trade of the Empire, will I trust be amicably settled. My Government will energetically support my subjects in the exercise of rights recognised by international law as belonging to neutrals.
At the monthly meeting of the Society for the Propagation of the Gospel in Foreign Parts, the secretary said that in North China Bishop Scott was about to re-erect the buildings destroyed by the Boxers in Peking. The committee had given him *carte blanche* to erect them wherever he desired; and it must be remembered that the Bishop and the society would claim no compensation for the destruction of their property from the Chinese Government.
The Royal Commission appointed to inquire into the question of the alleged physical deterioration of the British race has sent in its report. The Commissioners state that they found no evidence of any widespread or progressive deterioration of the English people. They found, however, considerable classes who are physically degenerate. They declare that these are chiefly inhabitants of slums, and that their condition is owing to overcrowding, drunkenness, vice, improper feeding, cigarette-smoking by children, and excessive tea drinking.
The Brunswick *Landenitzing* hears from a most trustworthy source that the German Crown Prince will start on a voyage round the world at the beginning of the autumn. The voyage is to be made on board the training-ship *Charlotte*, which is at present undergoing repairs in the shipbuilding yard at Kiel. The Crown Prince, it is stated, will have the same suite of cabins as was used by the late Duke Paul Frederick of Mecklenburg. His Royal Highness will not do duty as a naval officer during the voyage, but will devote his time to studying and gathering information.
It seems certain now that the Prince of Wales is to take to racing. The Prince, it is said, has decided not to run anything except that which he breeds himself—a most commendable resolution for our future King to adopt. A start is to be made with the progeny of three mares which are now at Lord Marcus Boreford's at Newmarket: one has a filly foal at foot, and all three are covered by Persimmon. Then again, it is stated that His Majesty has presented his son with two yearlings, one by Persimmon, the other by Florizel II., so that, as a matter of fact, the colours of the Prince of Wales may be seen on the back of a two-year-old next season.
The latest Home papers contain reports of further phenomenal cricket. Amongst the high scorers may be mentioned Mr. Perrin, of the Essex team, who made 343 not out, and Jessop, who made a score of 206. But nothing is more gratifying or remarkable than the 168 of "W.G." on his 56th birthday. Lancashire's performance this season recalls some of the records of Yorkshire in the past few years, and no higher praise is necessary. The team has gone from victory to victory, and with the exception of the Surrey match at the Oval, they have never looked in danger of defeat, even though they followed on against Warwickshire, Hayward, the Surrey batsman, has scored nine centuries in county cricket during the present season. For the last 11 matches his aggregate score is 1,669.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

A PLAGUE OF STRIKES.

LONDON, 25th August.

A strike among sailors at Marseilles has paralysed the entire shipping trade of the port.

The strike in the building trade at New York is extending, and the strike among the packers at Chicago continues. At Pennsylvania a strike has begun among the steelworkers.

The labour trouble in the meat packing trades of the United States is still unsettled. Thirty-five trades unions are now assisting the meat strikers. Altogether, 100,000 men are on strike in eight cities. Rioting between the meat packers on strike and non-unionists at Chicago is of frequent occurrence. Firearms are freely used.

By kind permission of the Commander of Police, the String Band will play this programme of music at the Macao Hotel, on Saturday evening next:—
March..... "Old Glory"..... Carl Weber
Overture..... "Tancréd"..... J. Rossini
Waltz..... "Summer Evening"..... Waldteufel
Selection..... "Faust"..... G. Hoffmann
Waltz..... "Forest Song"..... Carl Weber
Selection..... "The Lost Chord"..... A. S. Sullivan
Mazurka..... "Zanone"..... Hoffmann
Polka..... "Keepsake"..... Carl Weber

The latest addition to the large fleet of the British India Steam Navigation Company is the *Lhaea*, which is the first of four turbine steamers being built for the Company's Colonial trade. The *Lhaea*, which has been built by Messrs. Denny & Brothers of Dumbarton, is 25ft. in length, 44ft. wide, and 25ft. deep. She is of the poop, bridge and forecastle type, having accommodation for first-class passengers in bridge, for second-class in the poop, and for the crew in the forecastle. As the ship is built on fine lines, being intended to maintain a high rate of speed, there is only a limited amount of cargo capacity. The turbines are being supplied by the Parsons Marine Turbine Company.

By kind permission of Lt.-Col. Fremonger and officers, the Band of the 93rd Burma Infantry will play the following programme of music at the King Edward Hotel, during dinner, to-night (weather permitting):—
March..... "The Washington Post"..... Sousa
Idyll..... "Hawthorn"..... Morst
Selection..... "Merrie England"..... German
Song..... "Liebestied"..... Karoly Klay
Selection..... "Reminiscences of Scotland"..... Godfrey
Waltz..... "Blue"..... Williams
Lancers..... "The Forenoon"..... Williams
"God Save the King"

Menu:—Hors d'Oeuvres—Sliced Cucumbers, Tomatoes and Peas, Cold Fish on Toast, Soup—Almond and Chicken. Fish—Boiled Fish and Crab Sauce. Entrees—Grilled Fillet of Beef and Mash Potatoes, Shrimp on Apple, Champagne, Ham, Joint—Roast Saddle of Mutton, Baked Goose and Apple Sauce, Cold Beef, Curry—Okra, Salad—Potatoes, Vegetables—Baked Potatoes, Fried Potato Cakes, Mash Potatoes, Fried Tomatoes, Sweets—Chocolate Pudding, Gooseberry Pie, Rose Ice Cream, Finger Cake, Dessert—Fruits in Season. Tea and Coffee.

THE NEWLY DISCOVERED ROCK AT DONDRA.

ENORMOUS CORAL GROWTH.

There is no doubt that the discovery of the rock near Dondra Head, on which the German steamer *Prinz Heinrich* nearly came to grief a short time ago, was most fortunate, for, lying as it does, right in the track of steamers, it might unquestionably have proved a constant source of danger. It was found by Captain Legge, the Master-Attendant, in record time. This was chiefly due to the fact that the fishermen knew its position and the German officers had marked it as carefully as possible on their chart, from which it was copied on to Captain Legge's chart. Some years ago a ship struck on an unknown and uncharted rock in the Red Sea, and it was two years before the rock was found and charted as the *Avocat*, after the vessel which struck upon it. So it will be seen we were very fortunate in locating this dangerous rock so readily. In fact, Captain Legge expected that he might be engaged in the work for several months. He has sent his report in to Government, and no doubt it will be published, for it should prove very interesting reading. The rock is a pinnacle about 150 feet long and 150 feet broad. Of coral growth, it has probably taken some sixty years to rise to ten fathoms, for coral grows at the rate of an inch per month, it is said.—*Times of Ceylon*.

NEW STEAMSHIP LINE FOR THE FAR EAST.

The Prince Line of steamers is to join the Howard, Houlder, Rowat and Co. line in their trade to the Far East. The firm has, for the past eighteen months, been running a line of ships from New York to Singapore, Manila and similar ports in the Far East, and the arrangements now concluded with the Prince Line will, without doubt, go far to strengthen their position. The line new steamers which the Prince Line has lately added to its fleet must prove a valuable addition to the tonnage in the trade. The service will now maintain a monthly schedule of sailings with more frequent departures should the necessities of business demand it, as, with the inclusion of the Prince Line, all arrangements are perfected for supplying any demand. The ships will all be loaded jointly by Messrs. Howard, Houlder, Rowat and Co., Ltd., and the John C. Seager Co.—*Strait Times*.

THE WAR.

[REUTERS' SERVICE.]

SHANGHAI'S NEUTRALITY.

London, 23rd August.

News from Berlin says that the German Consul in Shanghai has been instructed not to interfere with Chinese neutrality. The Russophil journal *Kreier Zeitung* admits that the Japanese demands in Shanghai are perfectly just.

THE GRAVE DETRIMENT.

London, 23rd August.

The Liverpool Chamber of Commerce has forwarded a resolution to Lord Lansdowne earnestly hoping that arrangements will speedily be made to remedy the grave detriment to British commerce resulting from Russia's proceedings re contraband. The co-operation of all other Chambers is solicited.

It is stated that the Russian cruiser off the Cape is the *Sanktensk*, but it is more possibly one of the converted German Liners.

A BELATED PROCLAMATION.

London, 23rd August.

A proclamation has been issued at Malta forbidding the coaling of belligerent ships proceeding to the seat of war, or to anywhere on the line of route, with the object of intercepting neutral ships on suspicion of carrying contraband. The *Times* understands that a similar proclamation will be issued to all British dependencies.

REGARDED AS A RELAPSE.

London, 23rd August.

The appearance of a Russian cruiser on the Cape route has evoked renewed protests from the Press. The *Times* says that, in view of Russia's formal undertakings in reference to the Volanteer cruisers, if the cruiser really is the *Sanktensk*, the question has relapsed to an acute stage demanding prompt and vigorous treatment.

"THE LIMIT OF RUSSIA'S CAPACITY."

A Military writer in the *Pester Lloyd* attempts to determine the date when Russia will arrive at the extreme limit of her capacity for action in the Far East, and what this limit is. He says:—"Every 30,000 men, including recruits, require one commissariat train every day. As not more than eight trains can run daily over the Trans-Baikal Railway—of which one is a mail train, and two others must only carry coal and railway material—there remain five trains for the transport of troops or provisions. Assuming that there are now 250,000 men in the Far East who must be fed from Europe, only two trains a day can carry troops. For every additional 30,000 men, another daily commissariat train is needed, so that when General Kuropatkin's army amounts to 400,000 men there will be no trains left for the transport of fresh troops, or horses or war material. If it is assumed that of the 400,000 men only about 300,000 will be actual combatants, the inference is obvious that Russia can never use her numerical superiority to its full extent, and that limits are set to her wish to reinforce General Kuropatkin, limits which may have already been reached in the mobilisation orders issued up to now."

OUR NAVY.

Lord Brassey, before the London Chamber of Commerce, on 15th July, delivered an address on the state of the navy, with special reference to the interests of commerce. He said in first-class battleships is ready for service we were equal to a combination of three Powers, and if including ships building, and assuming an equal rate of progress, we were fully up to a two-Power standard. We were strong in cruisers of every type. We had maintained our maritime supremacy, but we had maintained it by an expenditure never before approached in time of peace. The expenditure necessary for ourselves depended on the expenditure elsewhere. The contingency of war with the United States was not in the contemplation of British statesmen, but we were bound to look more narrowly to naval preparations on this side of the Atlantic, and we had been compelled to go forward. In naval policy half-measures are accomplished nothing. We had gone beyond the aggregate expenditure on shipbuilding in France, Russia, and Germany and we built at least 20 per cent. more cheaply than in Russia and France. The indications were that competition on naval preparations was becoming less severe. If foreign Powers were ready to follow. In his opinion there was little room for criticism in the latest programme of construction for the British navy. The ineffective class had disappeared, and our efforts in the future might be directed more than hitherto to the reinforcement of the fleet in battleships. He urged that the Admiralty should do more for the education of the young officers of the Naval Reserve, and might give premiums to ship-owners for the education of cadets.

THE TYPHOON.

DWELLING HOUSES COLLAPSE.

The failure of the electric power supply yesterday forenoon must have been keenly felt all over the city. We can speak for one business establishment, where the inconvenience was great. The heavy rain made all dark for several hours, and the electric light close the darkest hour for refusing to shine. We then discovered that candles and punkahs do not work in harmony. If the punkahs swung, the candles melted away; if they didn't swing, we melted. The machine man slept through it all, secure in the knowledge that the wheels would not go round, and that it was not his fault. To add to the editorial verities, with a row of houses blown down, one vessel swamped and other typhonic damage to ascertain, one of the reporting staff must needs allow himself to be imprisoned on the wrong side of the harbour. The ferries had stopped running, on account of the typhoon and numerous Kowloon folk will have to seek provider and lodgement in Victoria until the service resumes. If this sort of thing happens often, and it seems it has been frequently the case in the past, we shall begin to agitate for an underground railway to Kowloon, or an aerial railway.

Several times within the past two months the typhoon signals have been hoisted in the harbour, but no typhoon this season has approached Hongkong so nearly as this one, which has practically put a stop to business during the last two days. Signals have been hoisted since Tuesday, and the shipping business has been practically stopped ever since. Sampans, lighters, and junks were speedily towed to the usual shelters.

The red signals were replaced at 3.53 p.m. on Tuesday by black signals indicating that the typhoon was within 300 miles south-west of the Colony. By 9.45 a.m. it had moved to the south, and at night it was nearly due south, and moving in a westerly direction. Rain fell incessantly during the whole of Wednesday, continuing throughout the night and the whole of yesterday. Though we have not yet been able to ascertain the amount of rain which fell during the forty-eight hours, it is safe to regard it as the record-rainfall of the present season.

The following typhoon warning was printed and distributed yesterday:
Hongkong Observatory,
25th August, 11.30 a.m.

The typhoon has recurved to the Northward, and is now South-West of Hongkong, distant about 140 miles. A very strong gale from the South-East is expected in Hongkong.

W. DOBERCK,
Director.

At mid-day yesterday the barometer was still falling, and the typhoon increased in severity. Steamers which had weathered the storm in the harbour at their usual moorings deemed it necessary to seek more sheltered positions. The ferry service to Kowloon ceased at one o'clock, and those who had gone across to tiffin were unable to get back, while the many who were unable to cross over to their homes communicated their excuses to their friends on the peninsula by the courtesy of the police, who are in telephonic communication with the mainland.

Rumours as to the damage done were, as usual, prolific, and for the most part untrustworthy. The large Tacoma liner *Shawmut*, 2,506 tons, which had sought shelter in Kowloon Bay, dragged her moorings and went ashore. One of our reporters, sent to investigate the case of the *Shawmut*, was storm bound himself on the other side of the harbour. All that is known on this side is that the *Shawmut* dragged away from her anchorage, and that the tug *Robert Cook* was unable to tow her off after she struck.

The P. & O. steamer *Chusan* which was due yesterday morning, had not arrived when we went to press.

Down at the water front, the sea presented a scene of awesome grandeur, when the flying clouds of spray over the sea-wall permitted its turbulent waters to be viewed. Along the Praya, shops and offices were tightly closed, for the squalls threatened to wreck exposed interiors.

When the ferries had to stop running about one o'clock, many Peninsula passengers were disappointed, and said so. Some induced a Chinese launch to take them over. This is the vessel referred to in the introductory remarks at the top of this column, as having swamped. No confirmation of the rumour has reached us, however, and we presume that a safe, if exciting, crossing was effected.

The ss. *Kinsman* had a narrow escape from being dashed to pieces at the Canton wharf. One of her mooring ropes gave way.

Some of the refuse hoppers sank. Their masts were occasionally visible where they lay. Opposite the office of Messrs. Butterfield and Swire a cargo boat broke up, and several derelict junks and much wreckage were reported not far away.

Another narrow escape was that of the Manila-ran boat *Zafra*, which broke adrift from her fastenings during the afternoon. After colliding with the Douglas Co's buoy, and just missing their wharf, she managed to make Stonecutters' Island shelter.

The French mail, which was to have left on the homeward voyage at mid-day on Tuesday remained at her moorings till 8.30 p.m., when she ventured out through the Lyceum Pass.

The *Empress of India* left the harbour, but probably only to ride out the storm in the Lyceum Pass. The same remark probably applies to the French mail steamer which left for the North at noon yesterday.

The shipping business is, of course, practically at a standstill. The *Hongkong* was unable to return to Macao as usual.

One advantage of well-kept nullahs was very apparent yesterday.

Several cases were down for hearing in Bankruptcy but owing to the absence of the Chief Justice, Sir William Guinness, they had to be postponed, as his Lordship could not get away from his Peak residence on account of the severe weather. He did not arrive at the Court till the afternoon.

Business at the Magistracy was also delayed by the weather conditions, as the Chief Magistrate, Mr. H. H. J. Gompertz, was unable to reach the Court until eleven o'clock.

The Sanitary Board, which should have met yesterday, did not. Many of its members were storm-bound, unable to reach the Board Room. The breakdown in the Electric Light Co.'s service yesterday seriously interfered with business in those offices and factories solely dependent on the Company's service for either light or motive power. The breakdown was fortunately repaired by 6.30 p.m.

At no time during yesterday afternoon could a clear view be obtained, from the hill, of Kowloon or its shores, but it is believed there is a good deal of wreckage there too.

In Ming Yan Lane, a loss of life is reported, an old Chinese dame being killed by the collapse of a tenement. The front of the house came away into the street, and the roof fell in. The torrential rain was probably more responsible here than the wind. The body was recovered by members of the police and fire brigade, who also released an imprisoned frightened, but uninjured Chinaman. One or two tenements collapsed in Bridge Street.

On the slopes, the gale has been setting a bad example to the A Forestation Department leaving many monarchs of the woods bare of their choicest growths. The paths and roads are littered with leaves and branches.

At least one serious landslide has occurred, one being noted in Park Lane. There must be others. Many of our humbler citizens of the original race are sheltering to-night under strange roofs, because of the fall, actual or imminent, of their own.

In the two or three hours before dinner the velocity of the gale increased, and the mud rushes of humid masses of air raised pandemonium in the streets. Verandah blinds strained at their fastenings, flapping like rent sails, and anon torn loose, to soar in unfamiliar places. Shutters, after a course of fretful swinging on rapidly weakening hinges, would finally go "bang" against the neighbouring wall, and then, in some cases, drop with a crash.

All round in the gathering gloom, thuds and crashes could be heard at intervals, and the unfortunate person whom business forced abroad in such weather had a creepy sensation in the nervous system of his upper works—the thought of flying tiles and other heavy debris making him seek cover wherever possible. One close shave, from a tile, was experienced by a well-known resident.

Old residents affirm that there hasn't been a worse typhoon in the last dozen years, and very few as bad.

A WIRE FROM LHASSA.

A telegram from Lhasa, dated August 3rd, says:—"The force arrived here this morning and camped about a mile from Potula, in the immediate vicinity of the Dalai Lama's private garden. The greater part of the city is located at the base of some high ground connecting two hills, on one of which is a shrine. On the other is placed a great, sombre building, three stories in height, said to be used as a Medical College. The city itself consists of a mass of well-built houses, closely packed, with narrow streets. Westward lies a great marsh, over which the high road runs. Other points of the compass are dotted with groves and gardens containing the summer residences of the officials and Tibetan noblemen. The most striking feature of the city is its massive buildings and a great monastery, with gilded roofs. These roofs are of pagoda shape and look very Chinese. The whole appearance of Lhasa bears remarkable testimony to the accuracy of the descriptions of Sarat Chandra Dass and other Asiatic travellers. The points located on the published maps are also easily distinguished. Rain was falling this morning when the camp was struck, but when the bridge was crossed, the sun came out, and high spirits pervaded the force. The men marching cheerfully and briskly. A group of persons in brilliant costumes could be seen through glasses, standing on the roof of the Potula and watching our approach. One might possibly have been the Dalai Lama himself, who, according to latest reports, is still in the Potula. Half-way the force was met by the Nepalese Resident with a small escort. The Nepalese said a faction had sworn rather to die than let us enter the city, but the delegates announced by beat of drum that there must be no fighting, as the Tibetans would then be as dust beneath the British feet. The faction then dispersed. When the camp was pitched, the Amban paid Colonel Young a decorated sedan chair, escorted by Chinese soldiers in blue uniforms, carrying formidable billhooks, to which red banners were attached. At present the city of Lhasa is out of bounds for all ranks.

'E was only a silly sailor just come 'omo from sea.

The blooming rotten cruel sea, an 'o was drunker nor sin.

An 'o only blacked a peeler's eye as interfered with 'e.

An 'o help me, they ran 'im in!

'E was only a silly sailor just paid off 'is ship.

His blooming rotten slimy ship, as stunk more nor a whale.

An 'o only kissed the barmaid, an' gave the w'ite.

An 'o help me, two months in jail?

'E was only a silly sailor an' 'e took an' signed again.

On a greasy leaking hooker, foreign bound, Wi' a crew of cut-throat shellbacks all o' the brand of Cain.

An 'o help me, 'e got drowned!

[W. R., in To-day.]

FIRST REPORT OF TARIFF COMMISSION.

The conclusions of the Chamberlain tariff commission, referred to in to-day's leader, are presented as follows:

Our inquiry has shown:—
(1) That the Iron and Steel industry of this country has declined relatively to that of other countries;

(2) That our export trade to foreign countries has diminished, while that to the Colonies has increased;

(3) That although our trade with the Colonies has increased, the Colonial market is not increasing much more rapidly, and that foreign countries are securing a growing proportion of this Colonial trade;

(4) That the relative decline of the British Iron and Steel industry is not due to any natural British disadvantages or want of skill and enterprise on the part either of British manufacturers or of British workmen;

(5) That it is due to the fact that the manufacturers of the United States and Germany, having secured control of their home markets by means of high tariffs and an organised system for the regulation of their export trade, are in a position to dump their surplus products upon the British and other markets, irrespective of cost;

(6) That the practice of dumping could not be carried on by foreign countries, but for the British system of free imports;

(7) That the British fiscal system should be revised in such a manner as to check this practice, to maintain, so far as possible, our export trade to foreign countries, and develop our Colonial market and increase the employment of the working classes;

(8) That these objects can be obtained by means of a system of tariffs arranged as follows:—

(A) A General Tariff, consisting of a low scale of duties for foreign countries which admit British wares on fair terms;

(B) A Preferential Tariff, lower than the General Tariff, for those of our Colonies which give adequate preference to British manufactures, and framed with a view to securing freer trade within the British Empire;

(C) A Maximum Tariff, consisting of comparatively higher duties, but subject to reduction by negotiation to the level of the General Tariff.

THE PORT OF COLOMBO.

A "tea-merchant" writes:—"Some ten years ago, in spite of almost unanimous protests of the pilots and the captains of these steamers which regularly used the port, a northern arm was decided on at the entrance to the harbour, the intended utility of which was no doubt to secure smoother water and cheaper working for the cargo lighters, while the colossal monument of stone was to prove a lasting record to those who were then in power.

"The result has justified the opinion of the nautical men, but the Government authorities have wished to cover any difficulties of navigation that have arisen in connection with Admiralty vessels by buying two tugs (the *Samsun* and *Goliath*) of great power and of great cost both in production and upkeep. That tugs may be necessary is debatable, but far more economical ones would answer every mercantile purpose, especially as nearly all the large liners are now fitted with twin-screws, and so can turn round and berth without assistance.

"If all these mistakes could be forgotten it might be well to let them rest, but the latest move by the authorities is to raise the rates on shipping generally (not those only which use the tugs, mind you), and so to make the port more expensive all round. With the present state of trade in Ceylon, this is deplorable. Those whose business is chiefly in coal may hope in the near future to find a cheaper and more commodious port on the other side of the Straits, but this again will only help to make more serious the position of those whose trade must, of necessity, be conducted at Colombo.

"For years there has been a desire that the conduct of business should be taken from the present authority and placed in the hands of a businesslike and properly constituted port trust, and this last proposal to weigh down the port may be expected to raise a cry that even 'Samsun' and 'Goliath' will not be strong enough to put aside.

THE BALTIC FLEET.

Official orders were published last month with regard to the Baltic Fleet. The second Pacific Squadron will be made up of two detachments, the first being composed of the following vessels:—*Emperor Alexander III.*, battleship, 13,600 tons, 18 knots; *Odessa*, battleship, 12,674 tons, 18 knots; *Narvika*, battleship, 10,206 tons, 16 knots; *Sisoi Veliki*, battleship, 8,500 tons, 16 knots; *Admiral Nakhimov*, armoured cruiser, 8,524 tons, 16 knots. The second detachment will be composed of the following vessels:—*Avrora*, cruiser, 6,630 tons, 20 knots; *Dmitri Donskoi*, armoured cruiser, 16 knots; *Sevastopol*, cruiser, 3,828 tons, 20 knots; *Almaz*, cruiser, 2,335 tons, 19 knots. The vessels will carry a full war complement of guns and ammunition. While the vessels are in the roadstead they will be surrounded by a chain of armed guard cutters.

A poor woman, stricken in years, was found in illicit possession of salt, which is, says the *Star Observer*, an Indian Government monopoly. She was brought before the European magistrate. Beyond denying vigorously that it was salt, she would say nothing. The incriminating powder was turned out of the jar on the magistrate's table; he dipped his finger in it, and tasted it. The woman burst into a flood of tears, exclaiming: "The police beat me and bully me to make me tell lies, and I am brought here to see the salt eat the ashes of my poor husband."

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong, 8th August, 1904.

SUGAR IN 1903-4.

JAPAN, HONGKONG, AND THE PHILIPPINES.
Sugar was imported into Japan in 1903 to the value of £2,140,282 as against £1,476,924 in 1902. This large increase was entirely in raw sugar, for which there has been an active market throughout the year. In this trade the Dutch Indies have had by far the largest share.

The receipts from Hongkong were even less than in 1902. In former years the value of the Hongkong sugar trade with Japan often exceeded £1,000,000, and was seldom much below that figure. It has suffered from the competition of the bounty-fed article and of the Japanese refineries. These latter receive encouragement from the Japanese Government in the shape of a rebate on raw sugar, established in 1902, the duty of 27 sen per 133lbs. being refunded on sugar below Dutch standard No. 14 if refined within a year. There are two refineries at work in Japan, one at Osaka and the other at Tokyo. According to the reports of these companies, their sales amounted in 1902 to 13,000 tons and 9,000 tons respectively. Both are increasing their plant, and a large refinery is being erected near Moji, which is expected to begin working this year. The Japanese demand for sugar is a constantly growing one, and time must elapse before the native refining industry is in a position to satisfy it. Latterly, bounty-fed beet sugar has supplied the deficiency, but the situation should undergo a change now that bounties have been abolished in Europe. It is too early to judge how far their abolition will permanently benefit the Hongkong trade with Japan. At present it looks as though it might help it, for since the abolition of the bounties in September last there has been a marked falling-off in the importation of German and Austro-Hungarian beet sugar.

The sugar industry of the Philippines is in a deplorable state, and yet no country in the world offers brighter prospects or more profitable returns to the sugar investor. At present the unjust tariff discrimination operates largely against any great improvement, but there are other causes just as weighty which keep the industry down. It is not altogether the tariff. When trade is dull and prices are low, manufacturers are too prone to seek redress in legislation or tariff tinkering, without first using every endeavour to lower the cost of production, by improving their plants and economizing labour. The Philippine sugar planters are in precisely the same predicament that befell many estates in Cuba, and nearly all of the estates in Porto Rico and the Antilles. Up to ten years ago the ruling prices of sugar were high, and anybody could make enormous profits manufacturing the raw article. Extravagance was the order of the day. A sugar plantation was better than a gold mine, and the planters were the aristocrats of their respective countries. They lived in the gayest capitals of the world, spending their incomes like princes, leaving their properties to be managed by stewards. As long as the immense profits rolled in, they never thought of improving their properties, or installing modern machinery. And then slowly the conditions changed. The German beet sugar industry came into prominence. Fostered under governmental subsidies, employing the most expert chemists, the latest improved machinery, and with capitalists willing to receive a legitimate return on their investments, they forced the price of sugar down all over the world.

Vacuum pans, evaporation in multiple, centrifugals, and, most important of all, defecators, are not known or employed in the islands. It is even stated that on one or two places where pans were in-talled, they were thrown out at the end of the first crop, the owners reverting to the older methods, which they understood. There are good profits in the sugar business if properly conducted, but when only about 50 per cent. of the juice is extracted from the cane, and half the available sugar realized, it is no wonder that the profits are on the wrong side of the ledger at the end of the crop.

THE "ATLANTON" CASE.

A St. Petersburg despatch states that M. Pasova, a distinguished international lawyer, who has been called to the English Bar, has been retained to conduct the appeal of the owners of the Baltic steamer *Atlanton* and of the cargo, seized on June 16, against the decision of the Russian Prize Court at Vladivostok. The appeal will be heard before the Council of the Russian Admiralty, with two S-motors belonging to the Russian Court of Cassation. An official of the Russian Ministry for Foreign Affairs, and the legal adviser to the Ministry of Marine will conduct the Russian case. The British Embassy has been in communication with the Russian Ministry for Foreign Affairs regarding the seizure of the *Atlanton*, but in any case no formal protest will be made, nor any demand for compensation presented, pending the result of the appeal. Mr. Balfour has consented to receive a deputation from the Parliamentary Shipping Committee to protest against the confiscation of the steamer *Atlanton* and her cargo by the Russians. According to the *Daily Mail's* St. Petersburg correspondent, the protest against the seizure of the steamer *Atlanton* is likely to meet with scant consideration, since among the ship's papers was found a written undertaking from the Japanese Government to pay the full value of the ship to the possessor of the vessel in case it was seized by the Russian authorities.



TRADE MARK.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL

WHY NOT??

WHY NOT???

WHY NOT???

IT MAKES MUSICIANS OF US ALL.

IT IS A SPLENDID ACCOMPANIST.

IT MAKES ENTERTAINING VERY

EASY.

YOUNG AND OLD CAN PLAY THE

NOBLEST SCORE WITH THE FINISH

AND EXPRESSION OF A MASTER.

IT IS THOROUGHLY RELIABLE,

AND IS SOLD AT A REASONABLE

PRICE.

EITHER

Cash OR Hire

PURCHASE FROM

\$365.

THE

APOLLO PIANO PLAYER.

CALL IN AND TRY ONE, AT

THE

ROBINSON PIANO CO. LD.

Hongkong, 24th August, 1904.

[1409] DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building)

Hongkong 18th, February, 1904.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, and special business matters The Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. P.O. Box 33. Telephone No 12.

NEW ADVERTISEMENTS

ROOMS WANTED.

ONE or TWO PLEASANTLY SITUATED ROOMS. Unfurnished. Central District preferred.

Apply to— M. M.,
Care of Daily Press Office,
Hongkong, 26th August, 1904. [2575]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the rate of 5 per Cent. (Two Dollars and a half per Share) for the Six Months ending 30th June, 1904, will be paid on application to those Persons who are Registered as Shareholders in the above Company on the 31st August, 1904. The TRANSFER BOOKS of the Company will be CLOSED from the 28th to the 31st AUGUST, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 25th August, 1904. [2076]

FARWELL PERFORMANCE

and

GRAND TESTIMONIAL BENEFIT

at the

METROPOLE THEATRE.

TO-MORROW (SATURDAY), 27th AUG.

A Special Programme Arranged.

Mr. CHRISTIE announces that Saturday's performance will be the best for several weeks, as he contemplates making extensive improvements to the Theatre, including the installation of an electric light plant. This performance, besides being a farewell to the artist, will be made the occasion of a Grand Testimonial Benefit to his Business Manager, Mr. CHARLIE WARE.

Tickets \$2 and \$1. Soldiers and Sailors in uniform half-price.

Tickets may be purchased and seats reserved at the Metropole Hotel or Praya East Hotel.

SATURDAY, AUGUST 27th.

Hongkong, 25th August, 1904. [2073]

HONGKONG VOLUNTEER CORPS.

A PROMENADE CONCERT will be held at VOLUNTEER HEADQUARTERS TO-MORROW (SATURDAY), August 27th, at 8 P.M.

Tickets \$2 and \$1. may be obtained from Messrs. Kelly & Walsh or Volunteer Headquarters.

If not, the Concert will take place at the Theatre, City Hall.

Hongkong, 22nd August, 1904. [2047]

ZETLAND LODGE No. 325, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASONS' HALL, on THURSDAY, the 1st SEPTEMBER, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 24th August, 1904. [2066]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions from W. T. PUDDEPHAT, Esq., to Sell by Public Auction,

TO-DAY (FRIDAY),

the 26th August, 1904, at 2.30 P.M., within his residence, No. 3, LYVENHORN VILLAS, Kowloon.

THE WHOLE of HIS

VALUABLE HOUSEHOLD

FURNITURE,

Comprising:—

DOUBLE IRON BEDSTEPS with

WIRE and RATTAN MATTRESSES,

MARBLE TOP WASHSTANDS, TEAK-WOOD

WARDROBES with BEVELLED GLASS

TEAKWOOD EXTENSION DINING TABLE and CHAIRS,

MOROCCO COVERED ARM CHAIRS,

TEAKWOOD SIDEBOARD with GLASS,

DINNER WAGON, DINNER SERVICE,

GLASSWARE, MARBLE TOP BLACK-WOOD

FLOWER STANDS, PICTURES, COOKING

STOVE and UTENSILS, &c.; Also

2 COTTAGE PIANOS, one by Dunmo,

Ellis & Hill, London, and the other by Jul.

Bernh. Schroeder, Magdeburg (both in good order and condition);

And

A Quantity of PALMS in POTS.

Catalogues will be issued.

Terms:—As may be.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 23rd August, 1904. [2059]

PARTICULARS OF SALE.

OF

THE VERY VALUABLE LEASEHOLD

PROPERTY,

Known as No. 5, BONHAM STRAND,

VICTORIA, HONGKONG,

To be Sold by

PUBLIC AUCTION,

By Order of the Mortgagees,

on

FRIDAY,

the 2nd day of SEPTEMBER, 1904, at 3 P.M.,

by

Mr. GEO. P. LAMBERT, Auctioneer,

at the premises.

BEING all that Piece or Parcel of Ground

situate at Victoria in the Colony of

Hongkong known and registered in the Land

Office as Section A of Marine Lot No. 1A. The said premises are held for the residue of the term of 999 years granted by an Indenture of Crown Lease dated the 27th day of August, 1874, subject to the payment of the annual sum of \$18, being a proportion of the rent and to the covenants and conditions contained in the said Lease.

For further particulars, apply to

F. X. DALMADAZ CASTRO,

Solicitor for the Vendor,

or to

Mr. GEO. P. LAMBERT,

Auctioneer.

Hongkong, 24th August, 1904. [2067]

TO LET

TO LET.

NO. 1, RIFON TERRACE (in FLATS).

No. 17, WONG-NEI-CHONG ROAD,

facing Race-course.

PLATS in MORETON TERRACE, facing the

Polo Ground.

OFFICES in course of erection, CONNAUGHT

ROAD (near BLAKE PIER).

GODOWNS, PRAYA EAST.

No. 1, CLIFTON GARDENS, Conduit

Road.

OFFICES in Nos. 10 & 16, DES VŒUX

ROAD, Central.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 25th June, 1904. [175]

TO LET.

TWO ROOMS, on the First Floor of

Alexandra Buildings.

Apply to—

SECRETARY,

A. S. WATSON & CO., Limited,

Hongkong, 15th June, 1904. [1515]

TO LET.

NO. 6, UPPER MOSQUE TERRACE,

European residence, commanding fine

view of the Harbour; Water and Gas laid on

Possession from 1st August, 1904.

Apply to—

G. J. SEQUEIRA,

Care of A. R. Marty,

Hongkong, 25th July, 1904. [1809]

TO LET.

NO. 11, MOSQUE JUNCTION, Full

View of Harbour.

No. 52, HOLLYWOOD ROAD.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

The Daily Farm Co., Ltd

Hongkong, 19th July, 1904. [17]

TO LET.

THREE FIRST-CLASS SHOPS,

European Style, in Kowloon. Posses-

sion on or about 31st August, 1905. Moderate

Rentals.

No. 6, GRANVILLE AVENUE, Kowloon.

Immediate possession. Moderate rental.

Apply to—

RUMPHREYS' ESTATE &

FINANCE CO., LD.

Hongkong, 21st June, 1904. [1611]

HONGKONG CLUB.

TO LET.

A SUITE of TWO ROOMS, on the

Ground Floor of the Annex, suitable for

Offices. For particulars apply to the undersigned.

C. H. GRACE,

Secretary.

Hongkong, 4th June, 1904. [1417]

TO LET.

NO. 8, UPPER WEST TERRACE.

Immediate possession.

Apply to—

L. K. F.,

National Bank of China Ltd.

Hongkong, 3rd August, 1904. [1190]

TO LET.

THE EYRIE (PEAK).

BELILIOS TERRACE, Nos. 10, 13 & 21.

No. 3, SEYMOUR TERRACE (Furnished).

"BANGOUR" (PEAK) from 1st August.

No. 2, COLLEGE GARDENS, from early

in November, 1904.

No. 9, BEACONSFIELD ARCADE, Shop.

No. 14, BEACONSFIELD ARCADE,

1st Floor.

No. 1, HOLLYWOOD ROAD, Ground

Floor and Basement.

Apply to—

LINSTEAD & DAVIS.

Hongkong, 20th August, 1904. [1429]

TO LET.

NOS. 15, 17 & 19, SEYMOUR ROAD.

Nos. 6 & 8, CASTLE ROAD.

Nos. 74, CAINE ROAD.

Apply to—

COMPRADORE DEPARTMENT,

Nippon Yusen Kaisha.

Hongkong, 18th July, 1904. [430]

TO LET.

TWO LARGE ROOMS, on the Upper

Level, with Bathroom attached, verandah

and a Fine View of the Harbour.

Apply to—

"QUARTERS,"

Care of Daily Press Office.

Hongkong, 23rd August, 1904. [2071]

TO LET.

A LARGE OFFICE on Ground Floor, of

No. 2, Wyndham Street. Possession

1st August, 1904.

Apply to—

THE SECRETARY,

The Bowling Club Ltd.

Hongkong, 14th July, 1904. [1710]

TO LET.

IMMEDIATE POSSESSION, ONE ROOM,

Top Floor of Prince's Buildings, suitable

for Office.

Apply to—

S. J. DAVID & CO.

Hongkong, 2nd July, 1904. [1618]

TO LET.

3RD FLOOR, suitable for Office.

Apply to—

WING CHEONG,

35, Queen's Road Central.

Hongkong, 3rd June, 1904. [74]

TO LET.

LARGE AIRY ROOMS in Offices Build-

ing in British Consession, Canton.

For particulars, apply to—

P. O. BOX 22,

Care of Daily Press Office.

Hongkong, 17th June, 1904. [1507]

TO LET.

NOS. 2 and 4, OLD BAILEY (6 Rooms)

Hongkong.

No. 16, HOLLYWOOD ROAD (8 Rooms)

(with Kitchen, Bathrooms, and Servants

Quarters).

Apply to—

H. M. S. H. ESMAIL,

4, Hollywood Road.

Hongkong, 16th August, 1904. [1891]

TO LET

TO LET.

ONE OFFICE ROOM on Second Floor,

Prince's Buildings.

Apply to—

REUTER, BROCKELMANN & CO.

Hongkong, 2nd August, 1904. [2036]

TO LET.

ROOMS or OFFICES on the First Floor

of 34, Queen's Road Central.

Apply to—

YEE SANG FAT,

At the Above Address.

Hongkong, 15th August, 1904. [1951]

TO LET.

GODOWN No. 6, NEW PRAYA, Kennedy

Town.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 29th July, 1904. [1846]

TO LET.

PURNISHED or UNPURNISHED.

TWO ROOMS in Wyndham Street.

Apply to—

X. X. X.,

Care of Daily Press Office.

Hongkong 16th August, 1904. [1990]

TO LET.

NO. 35, MORRISON HILL ROAD.

Commodious New Building admirably

suitable for European families.

Rent extremely moderate.

Possession from 11th September, 1904.

Apply to—

LAM CHAI CHUEN,

Comptroller & Agent A. R. MARTY,

No. 29, Des Vœux Road.

Hongkong, 24th August, 1904. [2065]

SHIPPING.

ARRIVALS
IKHAI, British str., 2,905, Robinson, 24th August.—Dunbar 30th July. Ballast.—Gibb, Livingston & Co.
SUNGLASS, British str., 1,221, J. Robinson, 24th August.—Manila 21st August. Hemp.—Butterfield & Swire.

CLEARANCES
AT THE HARBOR MASTER'S OFFICE, 25th August.
Carl Diederichsen, German str., for Hoihow.
Enderby, British str., for Shanghai.
Lacres, British str., for Saigon.
Ranmor, German str., for Yokohama.
Tyr, Norwegian str., for Hongkong.

DEPARTURES
25th August.
CHOYSAHO, British str., for Canton.
ERNEST SIMON, French str., for Shanghai.
FRANCO, British str., for Canton.
FORMOSA, British str., for Shanghai.
LOWTHER CASTLE, British str., for Manila.
MASSAG, British str., for Samarkand.
ORANGE, Norwegian str., for Hongkong.

VESSLS IN DOCK
25th August.
ABERDEEN DOCKS.—Chunshun.
Kowloon Dock.—U.S.S. Pathfinder, Shanghai, H.M.S. Lanthorn, Lanthorn, Changsha, Devenport, Tientsin, Shanghai, Korea, Hailan.
COSMOPOLITAN DOCK.—Shanghai, Cranley, Kowloon.

VESSELS ON THE BERTH

POSTPONEMENT.
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HALTAN."
Captain Rensch, will be despatched for the above ports TO-DAY, 26th inst., at noon.
For Freight or Passage, apply to
DOUGLAS LARSEN & CO.,
General Managers.
Hongkong 25th August, 1904. [2674]

HAMBURG-AMERIKA LINIE.
FOR SHANGHAI.
(Taking Cargo at through rates to Tientsin).
THE Steamship

"LOONGMOON"
Captain F. Kalkofen, will be despatched for the above port TO-DAY, the 26th inst., at 3 p.m.
This Steamer has superior accommodation for First and Second class passengers.
For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 24th August, 1904. [2678]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, CAI CUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAZILS, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
THE Company's Steamship

"NIPPON."
Captain Mistrorigo, will be despatched as above on WEDNESDAY, the 31st inst., p.m.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 2nd August, 1904. [3]

NIPPON YUSEN KAISHA.
FOR MARSEILLES AND LONDON, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.
THE Bucknall Line Steamship

"BARALONG"
Captain H. G. Roberts, will be despatched as above on MONDAY, the 29th inst., at DAY-LIGHT.
For Freight, apply to
A. S. MIHARA,
Agent.
Hongkong, 24th August, 1904. [2669]

AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK SUEZ VIA CANAL.
THE Steamship

"EPSOM."
Captain J. Cox, will be despatched for the above port on or about SATURDAY, the 3rd September, to be followed by the Steamship, "CLAVERRBURN," on or about TUESDAY, the 14th October.
For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 24th August, 1904. [1630]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"EASTERN"
Captain Ellis, will be despatched for the above ports on SATURDAY, the 17th September, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To secure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 19th August, 1904. [2027]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	COROMANDEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.	To-morrow, Noon.
LONDON, AMSTERDAM & ANTWERP	PELEUS	Brit. str.	S. Darcham	BUTTERFIELD & SWIRE	30th inst.
LONDON & ANTWERP, via SINGAPORE, &c.	JAVA	Brit. str.	Thomson	P. & O. S. N. Co.	About 2nd Sept.
LONDON, AMSTERDAM & ANTWERP	BENVOLICH	Brit. str.	Thomson	GIBB, LIVINGSTON & CO.	About 7th Sept.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.	Thomson	BUTTERFIELD & SWIRE	13th Sept.
LONDON, AMSTERDAM & ANTWERP	TYDEUS	Brit. str.	Thomson	BUTTERFIELD & SWIRE	27th Sept.
MARSEILLES & LONDON, via SUEZ CANAL	PATROCLOS	Brit. str.	Thomson	BUTTERFIELD & SWIRE	11th Oct.
BREMEN, via PORTS OF CALL	PIRGOUS	Brit. str.	Thomson	BUTTERFIELD & SWIRE	25th Oct.
HAVRE & HAMBURG	BARALONG	Brit. str.	H. G. Roberts	NIPPON YUSEN KAISHA	2th inst., D'light.
HAVRE & HAMBURG	LANCHE	Brit. str.	Thomson	MESSAGERIES MARITIMES	6th Sept., at 1 p.m.
HAVRE & HAMBURG	CHIEFSAU	Brit. str.	Thomson	MESSAGERIES MARITIMES	14th Sept., Noon.
HAVRE & HAMBURG	SPEZIA	Brit. str.	Thomson	HAMBURG-AMERIKA LINIE	30th inst.
HAVRE & HAMBURG	ANDALUSIA	Brit. str.	Thomson	HAMBURG-AMERIKA LINIE	11th Sept.
HAVRE & HAMBURG	SAMBIA	Brit. str.	Thomson	HAMBURG-AMERIKA LINIE	20th Sept.
HAVRE & HAMBURG	SCANDIA	Brit. str.	Thomson	HAMBURG-AMERIKA LINIE	3rd Oct.
HAVRE & HAMBURG	SUEVIA	Brit. str.	Thomson	HAMBURG-AMERIKA LINIE	18th Oct.
HAVRE & HAMBURG	BRISGAVIA	Brit. str.	Thomson	HAMBURG-AMERIKA LINIE	1st Nov.
HAVRE & HAMBURG	MONTENAPOLIS	Brit. str.	Thomson	SHEWAN, TOMES & CO.	7th Sept.
DURBAN, NATAL	LOTHIAN	Brit. str.	J. C. Williamson	GIBB, LIVINGSTON & CO.	About 5th Sept.
TRIESTE, &c., via SINGAPORE, &c.	NIPPON	Brit. str.	Mistrorigo	SANDER, WIELER & CO.	31st inst., p.m.
GENOA, MARSEILLES & LIVERPOOL	IDOMENIUS	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	22nd Sept.
GENOA, MARSEILLES & LIVERPOOL	ALCIBIOUS	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	22nd Oct.
NEW YORK VIA SUEZ CANAL	ELIOS	Brit. str.	J. Cox	SHEWAN, TOMES & CO.	About 3rd Sept.
NEW YORK VIA SUEZ CANAL	ATHOLL	Brit. str.	J. Cox	STANDARD OIL CO.	About 15th Sept.
VANCOUVER, via SHANGHAI, &c.	E. OF JAPAN	Brit. str.	J. Cox	STANDARD OIL CO.	21st Sept.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	J. Cox	CANADIAN PACIFIC R. CO.	12th Oct.
VICTORIA (B.C.) & SEATTLE via N.S.K., &c.	THEMACHUS	Brit. str.	J. Cox	BUTTERFIELD & SWIRE	7th Sept.
VICTORIA (B.C.) & TACOMA via JAPAN, &c.	THEMONT	Brit. str.	J. Cox	DODWELL & CO., LIMITED	1st Oct.
PORTLAND, OREGON	ALABAMA	Brit. str.	J. Cox	PORTLAND & ASIATIC CO.	5th Sept.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	J. Cox	BUTTERFIELD & SWIRE	13th Sept.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	ELLIS	Brit. str.	J. Cox	GIBB, LIVINGSTON & CO.	17th Sept., Noon.
WELHAIWEI, CHEFOO & TIENTSIN	JAPAN	Brit. str.	B. P. Martin	P. & O. S. N. Co.	About 2nd Sept.
TIENTSIN	KANBU	Brit. str.	B. P. Martin	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	ENANG	Brit. str.	W. F. Richard	JARDINE, MATHESON & CO.	30th inst., 4 p.m.
SHANGHAI	CHUNAN	Brit. str.	A. Thompson	P. & O. S. N. Co.	About 25th inst.
SHANGHAI	LOONGMOON	Brit. str.	F. Kalkofen	SIEMSEN & CO.	29th inst., at 3 p.m.
SHANGHAI	WOODROW	Brit. str.	F. Kalkofen	BUTTERFIELD & SWIRE	To-morrow.
FOCHOW & SHANGHAI	YOHOW	Brit. str.	F. Kalkofen	BUTTERFIELD & SWIRE	To-morrow.
FOCHOW, via SWATOW & AMOY	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	31st inst., 10 a.m.
TAMSI, via SWATOW & AMOY	FRITHJOF	Jap. str.	H. A. Handberg	OSAKA SHOSHEN KAISHA	23rd inst., 10 a.m.
TAMSI, via SWATOW & AMOY	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	4th Sept., 10 a.m.
SWATOW, AMOY & FOCHOW	RECH	Brit. str.	Reich	DOUGLAS LARSEN & CO.	To-day, at Noon.
MANILA (DIRECT)	WEIGALL	Brit. str.	Weigall	JARDINE, MATHESON & CO.	To-day, at 4 p.m.
MANILA	ZAVIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	To-morrow, 10 a.m.
MANILA	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LTD.	29th inst.
MANILA	TEAN	Brit. str.	Sommerville	BUTTERFIELD & SWIRE	30th inst.
SINGAPORE & SOERABAYA	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	10th Sept., 10 a.m.
SINGAPORE, PENANG & CALCUTTA	SUISANG	Brit. str.	J. Young	JARDINE, MATHESON & CO.	To-day, at 3 p.m.
	KUSANG	Brit. str.	J. Young	JARDINE, MATHESON & CO.	6th Sept., 3 p.m.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDIEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship

"COROMANDEL."
Captain G. M. Montford, R.N.R. carrying His Majesty's Mails, will be despatched from this port for Bombay, etc., on SATURDAY, the 27th AUGUST, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Medavia," 9,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Victoria," due in London on the 9th October.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 15th August, 1904. [1]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
THE Steamship

"BENVOLICH."
Captain Thomson, will be despatched as above on or about the 7th September.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 16th August, 1904. [1994]

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG, 1904.

"ATHOLL" 20th Sept.
For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 9th August, 1904. [877]

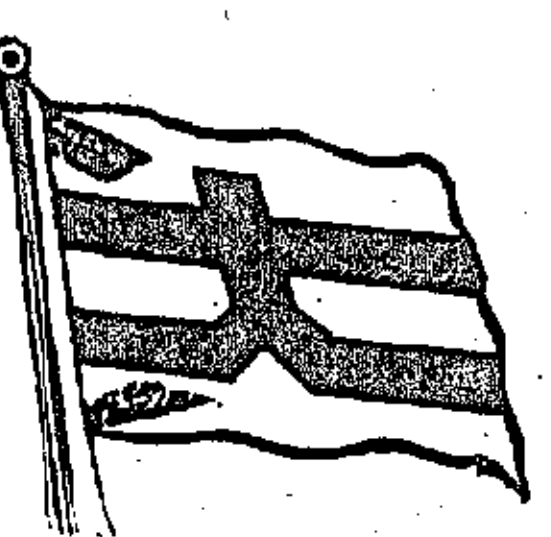
HONGKONG-CANTON LINE.

THE British steamship

"YING KING."
Captain E. J. P. of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is excellent.
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 p.m., and returning from Canton every following evening at 5 p.m.
1st Class \$3.00 for Single journey
2nd 1.50
3rd 1.00 each.
The steamer's wharf is at the Western end of Wing Lok Street.
YUK ON S.S. CO., LTD.
No. 216, Wing Lok Street.
Hongkong, 27th February, 1904. [7]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain Samuel Bell Smith.
DEPARTURES from Hongkong, on week Sundays, at 7.30 a.m., on Excursion Sundays, at 8.30 a.m., from Macao week days at about 2 p.m. and Sundays about 7.30 p.m.
FARE (week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
Wharf at the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip Every Sunday, and takes only 34 hours to reach Macao.
MING ON & CO.
2nd Floor, 16, Victoria Street.
Hongkong 8th September, 1903.



OSAKA SHOSHEN KAISHA
REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.
PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSI, via SWATOW AND AMOY	"FRITHJOF"	SUNDAY, 28th Aug., at 10 a.m.
FOCHOW, via SWATOW AND AMOY	"TRIUMPH"	WEDNESDAY, 31st Aug., at 10 a.m.
TAMSI, via SWATOW AND AMOY	"M. STRUVE"	SUNDAY, 4th Sept., at 10 a.m.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central.
Hongkong, 15th August, 1904.
T. ARIMA, Manager [15]

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATE
SPEZIA (x BAMBERG)	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 30th Aug. Freight.
ANDALUSIA (x BAMBERG)	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 11th Sept. Freight.
SAMBIA (x BAMBERG)	HAVRE, BREMEN and HAMBURG (Calling at Singapore, Penang and Colombo)	On 20th Sept. Freight.
SCANDIA (x BAMBERG)	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 3rd Oct. Freight & Passengers.
SUEVIA (x BAMBERG)	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 18th Oct. Freight.
BLISGAVIA (x BAMBERG)	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 1st Nov. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

NORTHERN PACIFIC LINE.
BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
TREMONT	9,606	T. W. Garlick	Saturday, October 1st

FOR MANILA.
The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT 9,606 tons. W. M. Smith About 29th August.
S.S. TREMONT 9,606 tons. T. W. Garlick About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS,
Hongkong, 24th August, 1904. [7]

HONGKONG-MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfume Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	Sat. 27th Aug. 10 a.m.
RUBI	2540	R. W. Almond	Manila	Sat. 10th Sept. 10 a.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 20th August, 1904. [116]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
OPERATING IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	CAPTAIN	TO SAIL ON
"ARABIA"	4,483	Bible	September 5th, 1904
"ARAGONIA"	5,183	Schmidt	September 15th, 1904
"NUMANTIA"	4,370	Wagner	October 10th, 1904
"NICOMEDIA"	4,370	Wagner	October 23rd, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 25th August, 1904. [114]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—9,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "EMPERESS OF JAPAN" 9,000 Tons. WEDNESDAY, 21st Sept.
R.M.S. "ATHENIAN" 9,588 Tons. WEDNESDAY, 12th Oct.
R.M.S. "EMPERESS OF CHINA" 9,000 Tons. WEDNESDAY, 19th Oct.
R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 2nd Nov.
R.M.S. "EMPERESS OF INDIA" 9,000 Tons. WEDNESDAY, 16th Nov.
Hongkong to London, 1st Class via St. Lawrence 200 via New York 232;
Intermediate on Steamers 240 242;
and 1st Class Rail]

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
9, Palmer Street

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	CLUSAN	About 25th August	Freight and Passage.
	A. Thompson		
LONDON, &c.	COROMANDEL	Noon 27th August	See Special Advertisement.
	G.M. Montford, R.N.R.		
LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	JAVA	About 2nd September	Freight and Passage.
	S. Darcham		
YOKOHAMA, via SHANGHAI, MOJI and KOBE (Passing through the Inland Sea)	JAPAN	About 2nd September	Freight and Passage.
	E. P. Martin, R.N.R.		

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 26th August, 1904. [1]

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES			
IN RUSSIA			
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION		SAILING DATES.	
STEAMERS.		1904	
GNEISENAU	WEDNESDAY	14th September
PRINZ HEINRICH	WEDNESDAY	28th September
BAYERN	WEDNESDAY	12th October
SACHSEN	WEDNESDAY	26th October
ZIETEN	WEDNESDAY	9th November
PRINZESS ALICE	WEDNESDAY	23rd November
PRINZ REGENT LUITPOLD	WEDNESDAY	7th December
PREUSSEN	WEDNESDAY	21st December
PRINZ ERTEL FRIEDRICH	WEDNESDAY	4th January 1905

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL...	"ANTENOR"	On 2nd September.
GLASGOW AND LIVERPOOL...	"TELEMACHUS"	On 4th September.
GLASGOW AND LIVERPOOL...	"PATROCLUS"	On 8th September.
GLASGOW AND LIVERPOOL...	"PINGSUEY"	On 17th September.
GLASGOW AND LIVERPOOL...	"ACHILLES"	On 24th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"PELEUS"	On 30th August.
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 13th September.
LONDON, AMSTERDAM and ANTWERP	"IDOMENEUS"	On 22nd September.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 27th September.
LONDON, AMSTERDAM and ANTWERP	"PATROCLUS"	On 11th October.
LONDON, AMSTERDAM and ANTWERP	"ALCINOUS"	On 22nd October.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 25th October.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"TELEMACHUS"	On 7th September.
	"DEUCALION"	On 3rd October.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [10-11]

Hongkong, 26th August, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
WUHAIWEL, CHEFOO and TIENTSIN	"KANSU"	On 27th August.
FOOCHOW and SHANGHAI	"YUENHAI"	On 27th August.
SHANGHAI	"YUENHAI"	On 27th August.
MANILA	"YUENHAI"	On 27th August.
PORT DARWIN, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and YEBBOURNE	"CHANGSHA"	On 13th September.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A fully qualified
steward is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [12]

Hongkong, 26th August, 1904.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE and SOERABAYA	"SUISANG"	Friday, 26th Aug. 3 P.M.
* MANILA (Direct)	"LOONGSANG"	Friday, 26th Aug. 4 P.M.
TIENTSIN	"ESANG"	Tuesday, 30th Aug. 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 6th Sept. 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS. [1938]

Hongkong, 24th August, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA TAKU OR CHIN-WAN-TAO TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTNEY"	Captain J. W. Martin.
S.S. "GRANLEY"	Captain W. E. Steele.
S.S. "KRELL"	Captain A. Jennings.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "TWEEDDALE"	Captain T. M. Milne.
S.S. "LOTHIAN"	Captain J. C. Williamson.

The next departure will be the S.S. "LOTHIAN," sailing from here on or about 5th
September (taking Cargo for Durban, East London, Port Elizabeth, and Cape Town).

For Freight, apply to

GIBB, LIVINGSTON & CO.,
AGENTS. [2030]

Hongkong, 19th August, 1904.

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND
ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE"

Captain G. C. Cundy, will be despatched for
the above ports on WEDNESDAY, the 7th
September.

This steamer has superior accommodation for
Saloon passengers.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
Agents.

Hongkong, 11th August, 1904. [1958]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
South Africa, in connection with INDO-
CHINA STEAM NAVIGATION CO.'s fortnightly
service home to CALCUTTA. Sailings from
CALCUTTA for CAPE TOWN every fortnight.
For Freight and further particulars,
apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEROT-POSTE FRANCAIS.

NOTICE.

STEAM FOR—
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 6th September, 1904,
at 1 p.m., the Company's Steamship
"MANCHE," Captain Mourad, with
Mail, Passengers, Specie and Cargo, will
leave this Port for MARSEILLES via Ports
of Call, Transhipping Passengers and Cargo at
Saigon to s.s. "Polytechnique."
Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
ports of Europe.

Shipping Orders will be granted till Noon
on Monday, the 5th September. Specie and
Parcels received until 4 p.m. on the same day.
No Cargo will be received on board on Tuesday.
Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.
For further particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 24th August, 1904. [2]

STEAM TO CANTON.

REDUCED FARES.

THE Commodious, Steel Twin Screw
Steamer
"TAI ON,"
Captain J. Lawrence, leaves the Tung Yik
Wharf, Praya West, on MONDAYS,
WEDNESDAYS and FRIDAYS at 5 P.M.,
returning from Canton on TUESDAYS,
THURSDAYS and SATURDAYS, at 5 P.M.

Saloon	...	\$2.00
Chinese Saloon	...	\$1.00
2nd Class	...	0.60
Steage	...	0.20

This well-known steamer has been fitted
throughout with Electric Light. Unrivalled
accommodation, excellent cuisine, best brands of
Wines and Spirits at moderate charges.

YIK ON S. S. CO.,
308, Des Vaux Road Central.
Hongkong, 9th July, 1904. [1674]

NOTICES TO CONSIGNEES

STEAMSHIP "ERNEST SIMONS,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s.
"Douro and Adour," from Havre ex s.s. "Ville
de Valenciennes" and "Ville de Lorient," in connection
with above Steamer, are hereby informed that their
Goods, with the exception of Opium,
Treasure and Valuables, are being landed and
stored at their risks into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Ltd., at Kowloon, whence delivery may
be obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, the 24th inst., requesting
it to be landed here.
Bills of Lading will be countersigned by the
Undersigned, Goods remaining unclaimed
after Wednesday, the 31st August, at Noon,
will be subject to rent and landing charges.
All claims must be sent in to me on or before
the 31st August, or they will not be recognised.
All damaged packages will be examined on
Wednesday, the 31st August, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 24th August, 1904. [2]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"
FROM SEATTLE, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

THE above Steamer, having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersignature
and to take immediate delivery of their
Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LD.,
Agents.

Hongkong, 22nd August, 1904. [7]

A CURE FOR ASTHMA!!!

GRIMAULT'S INDIAN CIGARETTES

Asthmatic people who suffer from Op-
pression in breathing, stifling sensations,
Hoarseness, Laryngitis, Colds, with
Wheezing, Bronchitis, Catarrhal
inflammation, and difficulty in Expec-
toration, are promptly relieved by
these Cigarettes.

GRIMAULT & CO., Paris, sold by all Chemists.

GRIMAULT'S Matico Capsules AND INJECTION

Renowned Physicians prescribe Grima-
ult's Matico as the most active and at
the same time the most innocuous remedy
in the treatment of Acute and Chronic
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Hongkong, 1st April, 1897.

SHIPPING

SHIPPING IN PORT.

AMARA, British str., 1,568, C. J. Matlock, 22nd
August, —Saigon 18th August, Rio and
Ponr. —Jardine, Matheson & Co.

ATANA, British str., 2,392, J. Park, 18th Aug. —
New York 25th June, Petroleum —
Standard Oil Co.

AUCHENARDEN, British str., 3,502, Bryce, 22nd
August, —Moji 15th August, Coal —M. B.
Kaisha

BIRNTHUAN, French str., 983, E. Lagasse,
Ketchikan 6th August, Coal —Bradley
& Co.

BORRHO, German str., 2,165, E. Muller, 23rd
August, —Sandakan 19th August, Timber
and General —Melchers & Co.

CARL DIEMERICHSEN, German str., 774, H.
Schlaikier, 22nd August, —Haiphong 18th
August, General —Jensen & Co.

CHANGSHA, British str., 2,391, T. Moore, 16th
August, —Sydney 19th July and Manila
12th August, General —Butterfield & Swire.

CHUNSHAN, British str., 1,121, E. & J. Lawlor,
21st August, —Manila 18th August, Nil —
Bradley & Co.

CRANLEY, British str., 2,903, W. E. Steele,
22nd August, —Yokohama 14th August,
General —Gibb, Livingston & Co.

DECIJA, German str., 794, Christiansen, 24th
August, —Nevelwang 18th August, Gene-
ral —Sander, Wieler & Co.

DEVAYONSE, German str., 1,057, Chr. Kam-
pel, 11th August, —Bangkok 4th August,
Rice —Butterfield & Swire.

EASTERN, British str., 2,272, W. G. McArthur,
22nd August, —Australia 30th July, Gene-
ral —Gibb, Livingston & Co.

ELBERTH RICKMERS, Ger. str., 498, Gotsche,
21st August, —Bangkok 14th August, Rice,
—Melchers & Co.

HAILAN, French str., 377, L. Anderson, 23rd
August, —Pakhoi 19th August and Hoihow
21st, General —A. B. Marty.

HAITAN, British str., 1,182, J. S. Roach, 24th
August, —Foonchow via Amoy and Swatow
21st August, General —Douglas Spratkin
& Co.

HANOI, French str., 7-8, P. Morles, 12th
Aug. —Haiphong 13th Aug. and Hoihow
11th, Pigs and General —A. B. Marty

HOLSTEIN, German str., 1,275, H. Hamer,
22nd August, —Saigon 17th August, Rice
and Flour —Order.

HONGKONG, British str., 1,359, Jas. M. Hay,
22nd August, —Java 15th August, Sugar,
—Jardine, Matheson & Co.

KANSU, British str., 1,421, W. Baldry, 21st
August, —Canton 20th August, General —
Butterfield & Swire.

KONSHIANG, German str., 1,292, S. Simonsen,
21st August, —Bangkok 11th August,
General —Butterfield & Swire.

KORAT, German str., 1,998, H. Hübner, 16th
August, —Singapore 26th July, and Bang-
kok 9th August, General —Norddeutscher
Lloyd.

LIBERTY, British str., 1,341, J. B. Jackson,
Saigon 9th August, Rice and Meal —
Chinese.

LIGHTNING, British str., 2,122, J. G. Spence,
22nd August, —Calcutta 6th August and
Strait 17th, General —David Sassoon
& Co., Ltd.

LOONGMOON, German str., 1,245, Kalkfuss,
24th August, —Canton 23rd August, Gene-
ral —Siemens & Co.

LOONGSANG, British str., 1,092, G. S. Weigall,
22nd Aug. —Manila 19th Aug. General —
Jardine, Matheson & Co.

LOTHIAN, British str., 3,222, J. C. Williamson,
4th August, —Salina Cruz 30th June,
—China Commercial S. S. Co.

OSCAR II., Norwegian str., 2,000, R. Olsen, 23rd
August, —Kutchinotzu 16th Aug., Coal —
M. B. Kaisha.

PETARCH, German str., 1,252, C. Ahrens, 19th
August, —Saigon 15th August, General —
Chinese.

PISANULOK, German str., 1,287, C. Fuchs,
20th August, —Bangkok and Swatow 19th
August, Rice —Butterfield & Swire.

PRINCE VALDEMAR, Danish steamer, 3,614, L.
Koeh, 18th August, —Shanghai 15th Aug. —
General —Melchers & Co.

PROMETHEUS, Norwegian str., 1,024, H. Lars-
bryggen, 21st August, —Bangkok 14th
August, Rice —Chinese.

PUNDA, British str., 2,126, R. F. Thomson,
22nd August, —Rangoon, Calcutta 29th
July and Singapore 17th August, General —
Jardine, Matheson & Co.

QUANGNAM, French str., 710, Jean Vidal, 17th
August, —Saigon via Haiphong 10th Aug. —
General —Bradley & Co.

ROHMARD, British str., 1,391, Jackson, 5th
August, —Venice 26th June, Oil —Stand-
ard Oil Co.

SAMSEN, German str., 998, Rehwaldt, 17th
August, —Kohschichang 11th August, Rice,
—Melchers & Co.

SCANDIA, German str., 3,135, Behrens, 24th
August, —Hamburg and Singapore 19th
Aug., General —Hamburg-Amerika Linie.

SHANTUNG, British str., 1,837, J. Maracoh,
8th August, —Java ports 30th July,
General —Butterfield & Swire.

SHAWMUT, American str., 9,068, Smith, 22nd
August, —Tacoma 18th July, General —
Dodwell & Co.

SIRE, British str., 3,216, James Rowley, 5th
July, —New York 4th May, General —
Dodwell & Co.

SUISANG, British str., 1,776, James Young,
17th August, —Pekalonga (Java) 6th
August, Sugar —Jardine, Matheson & Co.

TSINTAU, German str., 1,062, O. Koeh, 17th
August, —Bangkok 10th August and Koh-
siehang 11th, Rice, Cotton and General —
North German Lloyd.

THREMS, Norwegian str., 1,308, T. Thomassen,
21st August, —Kobe and Moji 14th August,
General —Chinese.

UNIT, Norwegian str., 939, Hansen, 24th
August, —Rangoon 12th August, Oil —
Chinese.

ZAPIRO, British str., 1,611, R. Rodger, 22nd
August, —Manila 20th August, General —
Shewan, Tomes & Co.

SAILING SHIPS.

E. B. SUTTON, American barque, 1,248, John-
son, 19th July, —Chefoo 23rd June, Ballast.
—Order.

ECLIPSE, British ship, 2,978, J. McBryde, 10th
May, —New York 10th December, 1903,
Cass Oil —Standard Oil Co.

EVIE J. RAY, American barq., 913, Kestin, 6th
August, —Manila 26th June, Timber —
Sander, Wieler & Co.

KENTHRE, British barque, 2,334, Burch, 14th
June, —New York 29th January, Kerosine.
—Standard Oil Co.

QUEEN ELIZABETH, British ship, 1,700, C. E.
Fulton, 22nd August, —New York 19th
April, Kerosene Oil —Standard Oil Co.

SOKOTO, British 4-m. barque, 2,193, William
Bourke, New York 3rd April, Petroleum.
—Standard Oil Co.

TRONGATE, British barque, 919, A. Hutton,
28th May, —Panama 23rd March, Sana-
wood —Gibson & Co.

BRITISH WARSHIPS.

CHERRY, water tank and tug.

HANDY, torpedo boat destroyer.

HUMBER, British storeship, Captain P. M.
Ridore.

LEVATHAN, cruiser, Capt. Stopford.

OTTER, torpedo boat destroyer, Lieut. E. H.
Jelliffe.

RAIBLES, surveying ship, C. E. Mauro.

ROBERTO, sloop, Captain Vivian.

SIRUS, cruiser, C. H. H. Moore.

TAKU, torpedo boat destroyer.

TASAR, receiving ship, Commodore C. G.
Dickson.

VIRAGO, torpedo boat destroyer.

YORREK, foreign warships.

GENERAL ALAVA, American transport, Captain
Whitton.

HEERNA, U.S. gunboat.

TITANIA, German cruiser, Capt. Schaack.

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